



# **Nantucket Memorial Airport Master Plan Update**

## **Chapter 11– Draft MEPA Environmental Notification Form (ENF)**



**2015**

Prepared for:  
**Nantucket Memorial Airport Commission**

Prepared By

**JACOBS™**

Jacobs Engineering

In association with



**Robin Lee Monroe & Associates**





## Chapter 11 – DRAFT MEPA Environmental Notification Form (ENF)

### 11.0 Introduction

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Those improvement projects listed in the Chapter 10 Financial Plan and on the ACIP in Chapter 8 that require new pavement or new construction (IE: relocated or new taxiways, or employee housing on surplus parcels) will affect existing undeveloped land. The Massachusetts Environmental Policy Act (MEPA) requires that any project(s) that receives funding from a state agency (in this case MassDOT Aeronautics), and would alter more than two acres of state-listed priority habitat, must file an **Environmental Notification Form** (ENF) with the Executive Office of Energy and Environmental Affairs, MEPA Office.

The ENF identifies the potential impacts of projects within the 5-Year ACIP that would disturb currently unbuilt areas on the airport. The ACIP lists several taxiway and apron projects that are phased over five years between 2017 and 2022 that will affect grasslands or undeveloped habitat areas. These include the realignment of Taxiway G to meet FAA safety standards, Phases 1 and 2 of the South Apron extension, as well as the stub taxiway and runup pad at the Runway 33 end. Additional non-ACIP-listed improvements, such as Airport Employee Housing on the Nobadeer Road surplus parcel, should also be considered. The ENF summarizes the potential effects to Rare Species Habitat, Historical and Archaeological resources, as well as Hazardous Waste, Water Resources and Traffic conditions, among others. The ENF is circulated to state and federal agencies, as well as private environmental groups, for environmental review and identification of concerns that MEPA staff consider for inclusion in the scope of a subsequent EIR. The FAA conducts a concurrent review and coordination process with federal agencies and Native American tribal councils, in this case the Wampanoag Tribe of Gay Head-Aquinnah, for comment and input under the National Environmental Protection Act (NEPA).

The Massachusetts Natural Heritage and Endangered Species Program (MNHESP) has published Priority Habitat maps that include all of Nantucket Memorial Airport's undeveloped grassland and forested acreage. Because of this Priority Habitat map, virtually any new project on the Airport requires MEPA review and a permit from the MNHESP under the Massachusetts Endangered Species Act (MESA). The Airport currently has a MESA Conservation and Management Permit (008-123 DFW) issued in 2008 and amended in 2013 under MNHESP, as described in **Chapter 3.7**. That MESA Permit restricts 28% (280 acres) of airport property for long-term habitat management. Other than repaving or reconstructing existing pavements, any new airport improvements will require additional acreage for habitat mitigation under MESA. The MESA mitigation requirements will likely be the key aspect of the ENF review process, which will serve as the basis for scoping a subsequent Environmental Impact Report (EIR) which will focus on habitat mitigation measures.

The FAA adopts the MEPA review and scoping process in complying with its NEPA environmental review requirements. The FAA's NEPA Environmental Assessment (EA) and the MassDOT Aeronautics' MEPA Environmental Impact Report (EIR) are combined into a joint EA/EIR document to fulfill both requirements. That joint EA/EIR is anticipated to occur in 2016 -2017 and is included in the ACIP with 95% FAA and State funding. The FAA and State will also participate in funding 95% of subsequent environmental mitigation measures that may be required under the subsequent agency permits.

The DRAFT Environmental Notification Form for Nantucket's current 5-Year ACIP is attached, below.



## Environmental Notification Form (DRAFT)

*For Office Use Only*

EEA#: \_\_\_\_\_

MEPA Analyst: \_\_\_\_\_

*The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.*

**Project Name:** Nantucket Airport 5-Year Capital Improvement Projects

**Street Address:** 14 Airport Road, Nantucket, MA 02554

**Municipality:** Nantucket

**Watershed:** Islands

**Universal Transverse Mercator Coordinates:**

**Latitude:** 41.15'3.23N

**Longitude:** 70.4'12.30W

**Estimated commencement date:** 2017

**Estimated completion date:** 2025

**Project Type:** Airport Improvements

**Status of project design:** 5% complete

**Proponent:** Nantucket Airport Commission, Town of Nantucket

**Street Address:** 14 Airport Road

**Municipality:** Nantucket

**State:** MA

**Zip Code:** 02554

**Name of Contact Person:** Tom Rafter, Manager

**Firm/Agency:** Nantucket Airport

**Street Address:** 14 Airport Road

**Municipality:** Nantucket

**State:** MA

**Zip Code:** 02554

**Phone:** 508-325-5304

**Fax:** 508-325-5306

**E-mail:** trafter@nantucketairport.com

**Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?**

☒ Yes ☐ No

**If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you requesting:**

**a Single EIR? (see 301 CMR 11.06(8))**

☐ Yes ☒ No

**a Special Review Procedure? (see 301CMR 11.09)**

☐ Yes ☒ No

**a Waiver of mandatory EIR? (see 301 CMR 11.11)**

☐ Yes ☒ No

**a Phase I Waiver? (see 301 CMR 11.11)**

☐ Yes ☒ No

**(Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)**

**Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?**

The proposed project would alter more than 2 acres of priority habitat of state-listed species.

New taxiway and new apron extension.

**Which State Agency Permits will the project require?**

MA Endangered Species Act (MESA), Conservation and Management Permit (NHESP)

**Identify any financial assistance or land transfer from an Agency of the Commonwealth, including the Agency name and the amount of funding or land area in acres:**

Project will be funded 5% by MassDOT Aeronautics Commission





## Nantucket Memorial Airport Master Plan Update

Summary of Project Size & Environmental Impacts	Existing	Change	Total
<b>LAND</b>			
Total site acreage (entire airport)	971.3		
New acres of land altered (0-5 Years)		8.08	
Acres of impervious area (project area)	120.94	8.08	129.02
Square feet of new bordering vegetated wetlands alteration		none	
Square feet of new other wetland alteration		none	
Acres of new non-water dependent use of tidelands or waterways		none	
<b>STRUCTURES</b>			
Gross square footage			
Number of housing units	N/A	N/A	N/A
Maximum height (feet)	-	-	-
<b>TRANSPORTATION</b>			
Vehicle trips per day	N/A	-	-
Aircraft Parking spaces	218	( - 68)	150
<b>WASTEWATER</b>			
Water Use (Gallons per day)	N/A	-	-
Water withdrawal (GPD)	N/A	-	-
Wastewater generation/treatment (GPD)	N/A	-	-
Length of water mains (miles)	N/A	-	-
Length of sewer mains (miles)	N/A	-	-
Has this project been filed with MEPA before? <input checked="" type="checkbox"/> Yes (EEA # <u>14707</u> ) <input type="checkbox"/> No			
Has any project on this site been filed with MEPA before? <input checked="" type="checkbox"/> Yes (EEA # <u>12299, 6525, 5369, 2864, 2466, 8188, 5912, 4603</u> ) <input type="checkbox"/> No			



### **GENERAL PROJECT INFORMATION – all proponents must fill out this section**

#### **PROJECT DESCRIPTION**

The Nantucket Airport Commission is proposing safety and capacity improvements for the Nantucket Memorial Airport (see **Attachment 2**, Locus Plan), consistent with its new Master Plan and 5-Year Capital Improvement Program (CIP). These improvements are shown on the Airport Layout Plan (ALP), which is included as **Attachment 5**. That ALP shows long-term improvements which are proposed beyond the 5-Year CIP time frame. Those longer-term projects are referenced in this ENF to establish overall Master Plan context and potential cumulative impacts. Similar projects were previously reviewed by MEPA under EEA No.14707 and No.12299. The ENF Certificate on EEA No.14707 was issued on March 25, 2011. That project was limited to the extension of the GA South Apron, which was subsequently put on hold by the Airport Commission, pending the outcome of the new Airport Master Plan. The Airport Commission also cancelled the construction of the full-length parallel taxiway on the east side of Runway 15/33 (11.2 acres) and the new Airport Traffic Control Tower, which had been approved under EEA No.12299. The new Airport Master Plan has recommended smaller exit taxiway improvements and a phased extension of the GA South Apron. The Airport Commission wishes to initiate a new MEPA/NEPA review, due to changes in the proposed 5-Year projects.

Nantucket Island is a popular summer resort destination. As a result, the airport experiences a significant seasonal increase in the number of airline flights, as well as visiting General Aviation (GA) private aircraft. The GA/private jet fleet utilizing ACK has become dominated by larger, wider-wingspan jets that occupy more parking space on the GA South Apron. During the past decade, corporate jets have been designed with more efficient, but wider wingspans of up to 100 feet. Because the existing South Apron was designed to park aircraft with wingspans of only 46 feet, these larger jets cannot operate safely between the parked aircraft. The larger private jets also take up more space, leaving narrow taxilanes and limited aircraft maneuvering areas, which creates operational safety issues. The proposed extension of the existing GA South Apron would occur in five phases over a fifteen-year period, and will provide adequate space for jets with wider wingspans to taxi safely between parked aircraft.

Additionally, aircraft are unable to exit the runways at efficient locations after landing. That causes following aircraft to fly wider approaches which adds to airborne noise from those maneuvering planes, as well as increased fuel burns and ground noise from longer ground taxi times. The Master Plan proposes two high-speed exit taxiways: one from Runway 6/24; and one from Runway 15/33. These will reduce aircraft back-taxi times, lessen aircraft noise and fuel burn, and offer opportunities for enhanced use of over-water noise abatement flight tracks for Runway 33 arrivals. The Master Plan considered alternatives to the 5,600-foot Runway 33 east-side parallel taxiway that had been approved under EEA No. 12299. Based upon environmental factors and costs, as well as current and projected aircraft activity levels, the proposed action is to construct a shorter 1,500-foot “jug handle” exit taxiway on the west side of Runway 33. The Master Plan has determined that the exit taxiway and a partial stub parallel taxiway would meet FAA safety requirements for the foreseeable future.

Several smaller improvements are also proposed as safety, security, and efficiency projects that address FAA Design Standards and meet airport operational needs. These include meeting the FAA separation standard for Taxiways E and G, relocating the Runway 24 localizer shelter out of the hurricane tidal surge zone, creating adequate passenger secure hold room space for the terminal building, constructing a Ground Support Equipment (GSE) storage shed, extending the Snow Removal Equipment (SRE) building and identifying compatible sites for potential future private hangar construction. Also, the reuse of surplus airport parcels is recommended as a long-term revenue-generating alternative for the Airport. Many of these improvements would occur beyond the 5-year CIP, but are referenced to anticipate potential future mitigation needs.

The proposed projects are subject to MEPA review because they will be undertaken with funds provided by the MassDOT Division of Aeronautics, include new taxiways, and would potentially alter more than two acres of priority habitat of state-listed rare species. The Secretary may require other MEPA review if the Natural Heritage and Endangered Species Program determines that the project will result in a take of a state-listed rare species or species of special concern. The proposed projects also require approval by the FAA and therefore require review under the National Environmental Policy Act (NEPA). This ENF describes the proposed 5-Year CIP improvements, the alternatives considered, the potential impacts and permit requirements. The Airport Commission anticipates that a single document would be scoped to satisfy the requirements of both NEPA and MEPA reviews.



## EXISTING CONDITIONS and PERMITS

The airfield is habitat for state-listed plants, birds, and moths (see **Attachment 4**). Endangered Species studies for state listed species of concern are ongoing at the airport in accordance with the Conservation Management Permit (008-123 DFW) issued in 2008 and amended in 2013. The 2008 Conservation Management Permit allowed for a “take” of rare species, with provisions and mitigation that would ultimately result in a net benefit to the species affected. The results of rare species monitoring at the airport are reported to Natural Heritage and Endangered Species Program on a regular basis in compliance with these previous permits. The Conservation Management Permit and the Habitat Management Plan required a sandplain grassland vegetation management plan, botanical surveys, transplants of potentially affected plants, construction monitoring, and monitoring of invasive species throughout the airport. Of the 971.3 acres at the airport, 280 are under long-term management for habitat. This management area includes mitigation for anticipated impacts from the proposed Runway 33 taxiway project that was never built (EEA No. 12299). That Runway 33 east side full-length parallel taxiway would have added 11.2 acres of impervious surface and would have temporarily disturbed an additional 620,000SF of grassland, which is habitat for blazing star and blue eyed grass species. That project was not built and the impacts did not occur. As a result, the airport effectively has a “mitigation bank” for these impacts. The proposed GA South Apron extension would be constructed within a portion of the Airport that is undeveloped shrubland and managed grassland. The proposed high-speed exit taxiway, jug-handle taxiway and stub taxiways would all be constructed within managed grasslands and habitat areas, as described below.

## PROPOSED ACTIONS (DRAFT)

A series of proposed improvements were identified in the 2015 Master Plan, which includes alternatives that were considered and evaluated by Nantucket Airport, the FAA and MassDOT Aeronautics Division. The proposed actions are summarized below:

### 1) Taxiway E & G Separation

The current 125-foot separation between parallel Taxiways “E” and ‘G’ is 27 feet less than the FAA design criteria of 152’. This means that there are operational safety constraints for aircraft with wingspans up to 118 feet, such as JetBlue’s E-190. It is proposed to add 27 feet of pavement on the north side of Taxiway G and relocate the centerline of Taxiway G 27 feet to the north to provide safe wingtip clearance and taxiway separation. Given the existing configuration of taxiways, the proposed pavement addition is the only feasible alternative to meet FAA wingtip separation requirements, without major airfield reconfigurations and increased impacts. This safety improvement is recommended in the 5-Year CIP for 2017 and will **impact 0.5 acre** of managed grassland habitat.

### 2) Runway Exit Taxiways

A high-speed exit taxiway from Runway 24 to Taxiway E is proposed for 2020 to reduce taxi times, fuel burn and ground noise. This **Runway 24 high-speed exit would impact 1.06 acres** of managed grassland habitat. The Airport Commission cancelled the previously-approved “full parallel” taxiway on the east side of Runway 33 (EEA No.12299) because it proved to be operationally inefficient and fiscally unsustainable. The FAA subsequently conducted a Safety Risk Management Panel (SRMP) evaluation of taxiway options on the west side of Runway 33 during February and March, 2012. Taxiway concepts that extended the entire length of Runway 33 were evaluated, plus extended taxiway segments parallel to Runway 6-24 and partial taxiways extending from Runway 33. The preferred option is a short “jug-handle” high-speed exit from Runway 33 connecting to Taxiway A (2.2 acres), plus a short taxiway to connect from the end of Runway 30 to the end of Runway 33 (2.2 acres). However, those projects would not occur until 2021-22, after this 5-Year CIP and during the future 5-to-10 year time frame.

### 3) GA South Apron Extension

The full extension of the GA South Apron had been the subject of the previously-filed ENF and EEA Certificate No.14707 issued on March 25, 2011. However, the Airport Commission wishes to initiate a new MEPA review due to proposed changes in the phasing of the apron extension. The extension of the GA South apron is now proposed to occur in five phases over 15 years, based upon the availability of FAA funding. **Phases 1 and 2 would occupy 6.4 acres** and would occur by 2020, during the 5-Year CIP. The full extension of the South Apron will enhance the safety of parking corporate jets with large wingspans, which are using an area designed for smaller GA aircraft. The Phased Alternative will address current safety constraints by segregating aircraft by size and allowing quick-turn parking on the existing apron, with larger wingspans and overflow parking on the new extension. The Phased Alternative would not, however, meet the 2014 existing average day/peak month



aircraft parking demand for Nantucket's current summer fleet mix until the final phase is constructed.

#### **4) Terminal Secure Hold Room Concepts**

The number of passengers in the terminal's secure hold room often exceeds its rated occupancy during summer weekends. A larger secure space is needed to meet fire code safety requirements. A short-term alternative is the use of a seasonal tent structure on the existing paved apron as a temporary secure hold room during summer months. A temporary tent was used successfully during construction of the recent terminal expansion. No new restrooms or expanded restrooms are planned for this alternative. Long-term concepts include the phased extension of the terminal building into the paved north apron over the next 20 years. Given the limited funding for the overall CIP, the preferred alternative is to use the temporary tent to meet Code requirements and provide adequate capacity to meet needs over the next 5 years. **(No habitat impacts)**

#### **5) Use of Surplus Parcels**

The Airport has identified a number of airport-owned parcels that are surplus to aviation needs. These could be used for a variety of future purposes, ranging from solar photovoltaic panels for sustainable power, to locally undesirable land uses (LULU's), to employee housing and leasing for commercial development, as well as habitat mitigation. Surplus parcels on Nobadeer Farm Road, adjacent existing high-density housing, are proposed for the Airport Manager's House, the relocated Thompson House for seasonal airport employees, and additional employee housing **as early action conceptual improvements during the 5-Year CIP**. Additional industrial parcels located in the Airport's Bunker Area industrial subdivision are proposed for compatible LULU development to provide long-term, sustainable revenue to the Airport. Other surplus parcels are eminently suitable for habitat enhancement, as part of an overall mitigation strategy. Additionally, a large parcel in the Madaket neighborhood that was formerly owned by the FAA and now in GSA custody could be made available as a mitigation bank for the Town of Nantucket and Airport sponsored public improvement projects. This could benefit the Town's proposed relocation of the bulk fuel storage tanks, or potential Airport solar development improvements. Re-use of that parcel as a public Mitigation Bank would significantly reduce costs to the Town, the Airport, and to the FAA for future public improvement projects.

#### **6) New GSE Shed and SRE Garage Addition**

The Airport's General Aviation (GA) Ground Support Equipment (GSE) is currently stored in various locations around the airfield and outdoors where it is exposed to the salt air. Much of this equipment is expensive (shuttle vans, aircraft ground power units and aircraft towing tugs) and represents a significant investment on the part of the Airport. All GSE equipment should be sheltered from the weather and stored in one location adjacent to the GA South Apron. A site adjacent to the existing ARFF Fire Station is recommended for the new **2,400 SF (0.6 acre) GSE storage shed**, for construction in 2018, as part of the 5-Year CIP. Also, the Airport's existing Snow Removal Equipment (SRE) storage and maintenance building is inadequately-sized to meet FAA standards for equipment storage. A 10,080 SF addition to the existing SRE garage is recommended for 2021-22, during the future 5-to-10 year time frame.

#### **7) Bypass Stub Taxiways**

Departing passenger jets often receive ground holds from Air Traffic Control due to weather or air traffic delays at NYC or DC airports. This causes safety issues at ACK when the aircraft must leave the gate, but there is no room on the airfield for temporary parking. FAA AC 150/5300-13A, Sections 410 and 412 recommend designs for Bypass Taxiways and Holding Bays to address these issues and create safe temporary parking space and runway access. Since a Bypass Taxiway serves both functions and can be built at less cost with less paved area, it is a viable option for Nantucket. Bypass taxiways are recommended for each end of Runway 6-24, for a total of 0.83 acres, after this 5-Year CIP **during the future 5-to-10 year time frame**.

#### **8) Private Hangar Siting Concepts**

As a long-term revenue enhancement and in response to private inquiries for hangar development, the Airport has identified potential sites for the future construction of new GA hangars. These locations are within the North Ramp area, adjacent to the recently-developed Coffin gravel pit area, and adjacent to the Delta Parcel, as shown on the ALP. The future permitting and construction costs would be borne by the private developer, as well as any habitat mitigation requirements. The purpose of identifying potential sites for future private hangars is to plan for and guide any private inquiries to locations that are acceptable to the Airport and FAA, while anticipating future environmental issues. These improvements could occur over the **5-to-20 year time frame** in response to private initiatives. Future impacts from private GA hangars could exceed 10 acres over 20+ years.





## 9) Relocate Runway 24 Localizer Shelter for Coastal Resiliency

The Airport Commission desires that FAA consider relocating its RW24 DME/LOC shelter to eliminate the risk of coastal flood damage and to enhance resiliency of the Airport's Primary ILS system. The shelter is located within the CAT IV Hurricane Tidal Surge Zone (per MassGIS Hurricane Inundation Zones, Oct. 2013) and would be susceptible to flooding during a major storm event. A site is available that is above the flood elevation, located on the opposite side of the Runway 6 Safety Area. This location would avoid the loss of the RW 24 ILS Approach after major hurricane, when it would be most needed for emergency access. This improvement is **recommended for implementation by FAA by 2025.**

## SUMMARY of 5, 10, and 20-YEAR IMPACTS (DRAFT)

The estimated rare species or grassland habitat impacts for **the 5-Year CIP are 8.08 acres** (exit taxiways, GSE shed and Phases 1 and 2 of the GA South Apron). During the future 5-10 year time frame, 12.5 acres could be impacted for remainder of the South Apron Extension, the Runway 33 "jug-handle" and stub taxiways, and the SRE addition. Although the shorter "jug handle" taxiway option would not fully avoid habitat impacts, it would significantly reduce the 11.2 acres of resource impacts of the full-length Runway 33 taxiway, permitted under EEA No. 12299, to less than 2.5 acres.

Nantucket Airport will refine the conceptual design of the proposed projects during the EA/EIR to further minimize adverse effects to rare species habitat, and to minimize construction-period impacts.

## AREAS OF CRITICAL ENVIRONMENTAL CONCERN:

Is the project within or adjacent to an Area of Critical Environmental Concern?

☐ Yes (Specify \_\_\_\_\_) ☒ No

if yes, does the ACEC have an approved Resource Management Plan? ☐ Yes ☐ No;

If yes, describe how the project complies with this plan. \_\_\_\_\_

Will there be stormwater runoff or discharge to the designated ACEC? ☐ Yes ☐ No;

If yes, describe and assess the potential impacts of such stormwater runoff/discharge to the designated ACEC. \_\_\_\_\_

## RARE SPECIES:

Does the project site include Estimated and/or Priority Habitat of State-Listed Rare Species? (see [http://www.mass.gov/dfwele/dfw/nhesp/regulatory\\_review/priority\\_habitat/priority\\_habitat\\_home.htm](http://www.mass.gov/dfwele/dfw/nhesp/regulatory_review/priority_habitat/priority_habitat_home.htm) )

☒ Yes (Specify: PH 15, EH 79) ☐ No

## HISTORICAL /ARCHAEOLOGICAL RESOURCES:

Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

☒ Yes (Specify see page 25) No ☐

B. If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources? ☐ Yes (Specify \_\_\_\_\_) No ☒

## WATER RESOURCES:

Is there an Outstanding Resource Water (ORW) on or within a half-mile radius of the project site?

☐ Yes ☒ No; if yes, identify the ORW and its location.

**(NOTE: Outstanding Resource Waters include Class A public water supplies, their tributaries, and bordering wetlands; active and inactive reservoirs approved by MassDEP; certain waters within Areas of Critical Environmental Concern, and certified vernal pools. Outstanding resource waters are listed in**



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*the Surface Water Quality Standards, 314 CMR 4.00.)*

Are there any impaired water bodies on or within a half-mile radius of the project site? ☐ Yes ☒ No;  
if yes, identify the water body and pollutant(s) causing the impairment: \_\_\_\_\_.

Is the project within a medium or high stress basin, as established by the Massachusetts Water  
Resources Commission? ☐ Yes ☒ No

### **STORMWATER MANAGEMENT:**

Generally describe the project's stormwater impacts and measures that the project will take to comply  
with the standards found in MassDEP's Stormwater Management Regulations:

The project will result in approximately **8.08 acres** of additional impervious surface for the taxiway and  
apron improvements during the 5-Year CIP. The project design will include measures to comply with the  
Stormwater Regulations.

### **MASSACHUSETTS CONTINGENCY PLAN:**

Has the project site been, or is it currently being, regulated under M.G.L.c.21E or the Massachusetts  
Contingency Plan? ☒ Yes ☐ No; if yes, please describe the current status of the site (including Release  
Tracking Number (RTN), cleanup phase, and Response Action Outcome classification):

The project site is currently being regulated under M.G.L.c.21E at three locations:

#### **RTN: 4-21874**

Clean Up Phase: N/A- Contaminated soils (5 cubic yards) were excavated and treated off-site. Immediate  
Response Action (IRA) Completion Report Submitted 8/1/09.  
Class A-2 RAO (Response Action Outcome)

#### **RTN: 4-24257**

Clean up Phase: N/A- Contaminated soils and asphalt (12 cubic yards) were excavated and treated off-site.  
Contamination has been reduced to background levels.  
Class A-1 RAO (Response Action Outcome)

#### **RTN: 4-25255**

Clean up Phase: N/A  
RAO Class: N/A

Details: Arsenic Release (21.2 MG/KG) Release Notification Form (RNF) dated 7/28/14. Unknown source.  
Unknown Leaking Underground Storage Tank (LUST) eligibility. Notice of Responsibility (NOR) issued by the  
Massachusetts Department of Environmental Protection on 10/23/14. The Potentially Responsible Party (PRP)  
has until 7/28/15 to submit appropriate forms and/or plans.

Is there an Activity and Use Limitation (AUL) on any portion of the project site? ☐ Yes ☒ No;  
if yes, describe which portion of the site and how the project will be consistent with the AUL:  
Are you aware of any Reportable Conditions at the property that have not yet been assigned an RTN?  
☐ Yes ☒ No; if yes, please describe: \_\_\_\_\_

### **SOLID AND HAZARDOUS WASTE:**

If the project will generate solid waste during demolition or construction, describe alternatives considered  
for re-use, recycling, and disposal of, e.g., asphalt, brick, concrete, gypsum, metal, wood:



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The proposed project is not anticipated to generate solid waste. Any repavement will be reconstituted and used on-site. Any unsuitable earth excavated from the project area is anticipated to be retained on-site.

***NOTE: Asphalt pavement, brick, concrete and metal are banned from disposal at Massachusetts landfills and waste combustion facilities and wood is banned from disposal at Massachusetts landfills.***

***See 310 CMR 19.017 for the complete list of banned materials.)***

**Will your project disturb asbestos containing materials?** ☐ Yes ☒ No;

if yes, please consult state asbestos requirements at <http://mass.gov/MassDEP/air/asbhom01.htm>

**Describe anti-idling and other measures to limit emissions from construction equipment:**

Construction contractors would be required to adhere to all applicable regulations regarding control of construction vehicle emissions. Construction specifications would stipulate that all diesel construction equipment used on-site would be fitted with after-engine emissions controls, and contractors would be required to utilize ultra-low sulfur diesel fuel and minimize idling time.

### **DESIGNATED WILD AND SCENIC RIVER:**

**Is this project site located wholly or partially within a defined river corridor of a federally designated Wild and Scenic River or a state designated Scenic River?** ☐ Yes ☒ No;

if yes, specify name of river and designation:

**If yes, does the project have the potential to impact any of the “outstandingly remarkable” resources of a federally Wild and Scenic River or the stated purpose of a state designated Scenic River?**

☐ Yes ☐ No; if yes, specify name of river and designation: \_\_\_\_\_;

**if yes, will the project will result in any impacts to any of the designated “outstandingly remarkable” resources of the Wild and Scenic River or the stated purposes of a Scenic River.** ☐ Yes ☐ No;

**if yes, describe the potential impacts to one or more of the “outstandingly remarkable” resources or stated purposes and mitigation measures proposed.**

### **ATTACHMENTS:**

1. List of all attachments to this document.
2. **U.S.G.S. map** (good quality color copy, 8-½ x 11 inches or larger, at a scale of 1:24,000) indicating the project location and boundaries.
3. **Existing Airport Layout Plan**, showing existing runways, taxiways, aircraft aprons, structures, roadways and parking lots, adjacent buildings and shoreline.
4. Plan of **Mapped Habitat** for State-Listed Species, ACK **Grassland Management Plan** and 2011-2013 **Table of State-Listed species** at ACK.
5. **Ultimate Airport Layout Plan** (ALP), showing proposed improvements
6. **List of all agencies** and persons to whom the proponent circulated the ENF, in accordance with 301 CMR 11.16(2).
7. List of municipal and federal **permits and reviews** required by the project.





## **LAND SECTION** – all proponents must fill out this section

### **I. Thresholds / Permits**

- A. Does the project meet or exceed any review thresholds related to land (see 301 CMR 11.03(1)).**  
☐ Yes ☒ No; if yes, specify each threshold:

### **II. Impacts and Permits**

- A. Describe, in acres, the current and proposed character of the project site, as follows:**

	<u>Existing</u>	<u>Change*</u>	<u>Total</u>
Footprint of buildings	<u>4.1</u>	<u>0.06</u>	<u>4.16</u>
Taxiways	<u>9.3</u>	<u>1.56</u>	<u>10.86</u>
Aircraft Parking Aprons	<u>27.0</u>	<u>6.4</u>	<u>33.4</u>
Other altered areas	<u>80.54</u>	<u>0.06</u>	<u>80.6</u>

\*Associated with 5-Year CIP projects

Undeveloped areas (entire airport)	<u>850.36</u>	<u>-8.08</u>	<u>842.28</u>
<b>Total: Airport Acreage</b>	<u>971.3</u>	<u>0</u>	<u>971.3</u>

- C. Has any part of the project site been in active agricultural use in the last five years?**  
☐ Yes ☒ No; if yes, how many acres of land in agricultural use (with prime state or locally important agricultural soils) will be converted to nonagricultural use?
- D. Is any part of the project site currently or proposed to be in active forestry use?**  
☐ Yes ☒ No; if yes, please describe current and proposed forestry activities and indicate whether any part of the site is the subject of a forest management plan approved by the Department of Conservation and Recreation:
- E. Does any part of the project involve conversion of land held for natural resources purposes in accordance with Article 97 of the Amendments to the Constitution of the Commonwealth to any purpose not in accordance with Article 97?** ☐ Yes ☒ No; if yes, describe:
- F. Is any part of the project site currently subject to a conservation restriction, preservation restriction, agricultural preservation restriction or watershed preservation restriction?**  
☐ Yes ☒ No; if yes, does the project involve the release or modification of such restriction?  
☐ Yes ☐ No; if yes, describe:
- G. Does the project require approval of a new urban redevelopment project or a fundamental change in an existing urban redevelopment project under M.G.L.c.121A?** ☐ Yes ☒ No; if yes, describe:
- H. Does the project require approval of a new urban renewal plan or a major modification of an existing urban renewal plan under M.G.L.c.121B?** ☐ Yes ☒ No; if yes, describe:

### **III. Consistency**

- A. Identify the current municipal comprehensive land use plan**

**Title:** Nantucket Master Plan

**Date:** 2009

- B. Describe the project's consistency with that plan with regard to:**

- 1) economic development:** Nantucket Planning and Economic Development Commission Master Plan 2009. The project is consistent with the plan and would support the goal "to provide a transportation system that will move people and goods to, from, and around the Island in a way that is safe, convenient, economical, and sensitive to the character of the various areas of the Island."
- 2) adequacy of infrastructure:** ACK is expected to operate as an active corporate/general



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- aviation airport with commercial airline activity targeted to business and leisure markets.
- 3) **open space impacts:** The Open Space Plan (2007) includes a goal for the reduction of impacts to natural land around the airport. The proposed project is located entirely within the airport boundaries.
  - 4) **compatibility with adjacent land uses:** The Airport Master Plan identifies surrounding land uses and adjacent zoning and makes recommendations for compatible Runway Protection Zone (RPZ) zoning.
- C. **Identify the current Regional Policy Plan of the applicable Regional Planning Agency (RPA)**  
**RPA:** Nantucket Planning and Economic Development Commission (NPEDC)  
**Title:** Nantucket Regional Transportation Plan  
**Date:** 2012
- D. **Describe the project's consistency with that plan with regard to:**
- 1) **economic development:** Nantucket Memorial Airport is identified as an economic development asset that will support economic growth and provide general, corporate, and private aviation services to the Island. The NPEDC guides the Island's economic growth by focusing development through its zoning policies, which the Airport sustains by providing a location for commercial development at its Airport's Bunker Area commercial/industrial park.
  - 2) **adequacy of infrastructure:** Nantucket Memorial Airport is identified by the NPEDC as an important part of the Island's transportation infrastructure. As an Island, Nantucket is accessible only by ferry and by air services. When the ferries do not run due to high winds, the Airport often provides the Island's only means of access and egress.
  - 3) **open space impacts:** N/A (See B.3, above)

### RARE SPECIES SECTION

#### I. Thresholds / Permits

- A. **Will the project meet or exceed any review thresholds related to rare species or habitat (see 301 CMR 11.03(2))?** ☒ Yes ☐ No; if yes, specify, in quantitative terms:  
Greater than 2 acres of priority habitat disturbance.

*(NOTE: If you are uncertain, it is recommended that you consult with the Natural Heritage and Endangered Species Program (NHESP) prior to submitting the ENF.)*

- B. **Does the project require any state permits related to rare species or habitat?**  
☒ Yes ☐ No
- C. **Does the project site fall within mapped rare species habitat (Priority or Estimated Habitat?) in the current Massachusetts Natural Heritage Atlas (attach relevant page)?**  
☒ Yes ☐ No.
- D. **If you answered "No" to all questions A, B and C, proceed to the Wetlands, Waterways, and Tidelands Section. If you answered "Yes" to either question A or question B, fill out the remainder of the Rare Species section below.**

#### II. Impacts and Permits

- A. **Does the project site fall within Priority or Estimated Habitat in the current Massachusetts Natural Heritage Atlas (attach relevant page)?** ☒ Yes ☐ No. If yes,
1. **Have you consulted with the Division of Fisheries and Wildlife Natural Heritage and Endangered Species Program (NHESP)?** ☒ Yes ☐ No; if yes, have you received a determination as to whether the project will result in the "take" of a rare species? ☐ Yes ☒ No; if yes, attach the letter of determination to this submission.
  2. **Will the project "take" an endangered, threatened, and/or species of special concern in accordance with M.G.L. c.131A (see also 321 CMR 10.04)?** ☐ Yes ☐ No; if yes, provide a summary of proposed measures to minimize and mitigate



### **rare species impacts.**

To be determined during the EA/EIR and subsequent design phases. Nantucket will work with NHESP to minimize impacts to habitat for the listed species to the extent compatible with the Airport's Wildlife Hazard rules. The project will strive to balance or add grasslands for no net loss by removing existing pavement or converting existing vegetated areas to grassland.

#### **3. Which rare species are known to occur within the Priority or Estimated Habitat?**

Various grassland plants, birds and invertebrate species are found at the airport, several of which are listed by the state of Massachusetts as threatened, rare or endangered (see **Attachment 4**). Studies for state listed species of concern are ongoing at the airport in accordance with the Conservation Management Permit (008-123 DFW) issued in 2008 and amended in 2013. The 2008 Conservation Management Permit allowed for a "take" of rare species, with provisions and mitigation that would ultimately result in a net benefit to the species affected. The Conservation Management Permit and the Habitat Management Plan require botanical surveys, transplants of potentially affected plants, construction monitoring, and monitoring of invasive species throughout the airport. Surveys for grassland plant species were conducted annually in 2012, 2013 and 2014. Individuals were located in several locations throughout the airport. The results of the 2013 botanical survey show some species have reached population levels that make them secure at this location. **Attachment 4** includes the mapping and table which lists the findings of the 2011-2013 Endangered Species surveys.

#### **4. Has the site been surveyed for rare species in accordance with the Massachusetts Endangered Species Act? ☒ Yes ☐ No**

#### **5. If your project is within Estimated Habitat, have you filed a Notice of Intent or received an Order of Conditions for this project? ☐ Yes ☒ No; if yes, did you send a copy of the Notice of Intent to the Natural Heritage and Endangered Species Program, in accordance with the Wetlands Protection Act regulations? ☐ Yes ☐ No**

#### **B. Will the project "take" an endangered, threatened, and/or species of special concern in accordance with M.G.L. c.131A (see also 321 CMR 10.04)? ☐ Yes ☐ No; if yes, provide a summary of proposed measures to minimize and mitigate impacts to significant habitat:**

**To be determined during the EA/EIR and future design phases.** Nantucket will work with NHESP under the amended CMP (008-123 DFW) to minimize habitat impacts, as related to the previously-permitted "take" for the unbuilt Runway 33 parallel taxiway (EEA No. 12299). That project was anticipated to impact 11.2 acres of grassland habitat, which was the basis for the current CMP mitigation program. Under the Airport's related Ecological Management Plan (EMP), a Technical Advisory Committee that includes NHESP meets yearly to discuss the EMP, operations and botanical survey results. The EMP is an adaptive plan to track management activities and determine their effectiveness in promoting suitable habitat for listed species. The TAC helps to make informed changes to the Ecological Management Plan to promote best practices to enhance habitat quality for the listed species to the extent compatible with FAA's Wildlife Hazard rules. Also, the Airport will seek local, state and federal agreement to consider transfer of the former FAA parcel in Madaket to the Airport and Town of Nantucket as a joint habitat mitigation area for public benefit projects. Examples of such public benefit projects would include the Airport's proposed safety improvements, as well as the Town's bulk fuel storage facility, which is proposed to be relocated adjacent to the Airport's Bunker Area.



## **WETLANDS, WATERWAYS, AND TIDELANDS SECTION**

### **I. Thresholds / Permits**

- A. Will the project meet or exceed any review thresholds related to wetlands, waterways, and tidelands (see 301 CMR 11.03(3))? ☐ Yes ☒ No; if yes, specify, in quantitative terms:
- B. Does the project require any state permits (or a local Order of Conditions) related to wetlands, waterways, or tidelands? ☐ Yes ☒ No; if yes, specify which permit:
- C. If you answered "No" to both questions A and B, proceed to the Water Supply Section. If you answered "Yes" to either question A or question B, fill out the remainder of the Wetlands, Waterways, and Tidelands Section below.

### **II. Wetlands Impacts and Permits**

- A. Does the project require a new or amended Order of Conditions under the Wetlands Protection Act (M.G.L. c.131A)? ☐ Yes ☐ No;  
if yes, has a Notice of Intent been filed? ☐ Yes ☐ No;  
if yes, list the date and MassDEP file number: \_\_\_\_\_;  
if yes, has a local Order of Conditions been issued? ☐ Yes ☐ No;  
Was the Order of Conditions appealed? ☐ Yes ☐ No.  
Will the project require a Variance from the Wetlands regulations? ☐ Yes ☐ No.
- B. Describe any proposed permanent or temporary impacts to wetland resource areas located on the project site:
- C. Estimate the extent and type of impact that the project will have on wetland resources, and indicate whether the impacts are temporary or permanent:

#### **Coastal Wetlands**

**Area (square feet) or** **Temporary or**  
**Length (linear feet)** **Permanent Impact?**

( THERE ARE NO TEMPORARY OR PERMANENT IMPACTS TO COASTAL WETLANDS)

Land Under the Ocean	_____	_____
Designated Port Areas	_____	_____
Coastal Beaches	_____	_____
Coastal Dunes	_____	_____
Barrier Beaches	_____	_____
Coastal Banks	_____	_____
Rocky Intertidal Shores	_____	_____
Salt Marshes	_____	_____
Land Under Salt Ponds	_____	_____
Land Containing Shellfish	_____	_____
Fish Runs	_____	_____
Land Subject to Coastal Storm Flowage	_____	_____

#### **Inland Wetlands**

Bank (If)	_____	_____
Bordering Vegetated Wetlands	_____	_____
Isolated Vegetated Wetlands	_____	_____
Land under Water	_____	_____
Isolated Land Subject to Flooding	_____	_____
Bordering Land Subject to Flooding	_____	_____
Riverfront Area	_____	_____



**D. Is any part of the project:**

1. proposed as a limited project? ☐ Yes ☐ No; if yes, what is the area (in sf)? \_\_\_\_\_
2. the construction or alteration of a dam? ☐ Yes ☐ No; if yes, describe: \_\_\_\_\_
3. fill or structure in a velocity zone or regulatory floodway? ☐ Yes ☐ No
4. dredging or disposal of dredged material? ☐ Yes ☐ No; if yes, describe the volume of dredged material and the proposed disposal site: \_\_\_\_\_
5. a discharge to an Outstanding Resource Water (ORW) or an Area of Critical Environmental Concern (ACEC)? ☐ Yes ☐ No
6. subject to a wetlands restriction order? ☐ Yes ☐ No; if yes, identify the area (in sf): \_\_\_\_\_
7. located in buffer zones? ☐ Yes ☐ No; if yes, how much (in sf) \_\_\_\_\_

**E. Will the project:**

1. be subject to a local wetlands ordinance or bylaw? ☐ Yes ☐ No
2. alter any federally-protected wetlands not regulated under state law? ☐ Yes ☐ No; if yes, what is the area (sf)? \_\_\_\_\_

**III. Waterways and Tidelands Impacts and Permits**

- A. Does the project site contain waterways or tidelands (including filled former tidelands) that are subject to the Waterways Act, M.G.L.c.91? ☐ Yes ☐ No;**  
if yes, is there a current Chapter 91 License or Permit affecting the project site?  
☐ Yes ☐ No; if yes, list the date and license or permit number and provide a copy of the historic map used to determine extent of filled tidelands: \_\_\_\_\_

- B. Does the project require a new or modified license or permit under M.G.L.c.91?**  
☐ Yes ☐ No; if yes, how many acres of the project site subject to M.G.L.c.91 will be for non-water-dependent use? Current \_\_\_\_ Change \_\_\_\_ Total \_\_\_\_  
If yes, how many square feet of solid fill or pile-supported structures (in sf)? \_\_\_\_\_

- C. For non-water-dependent use projects, indicate the following:**

Area of filled tidelands on the site: \_\_\_\_\_ (N/A) \_\_\_\_\_

Area of filled tidelands covered by buildings: \_\_\_\_\_

For portions of site on filled tidelands, list ground floor uses and area of each use:

Does the project include new non-water-dependent uses located over flowed tidelands? ☐ Yes ☐ No

Height of building on filled tidelands \_\_\_\_\_

Also show the following on a site plan: Mean High Water, Mean Low Water, Water-dependent Use Zone, location of uses within buildings on tidelands, and interior and exterior areas and facilities dedicated for public use, and historic high and historic low water marks.

- D. Is the project located on landlocked tidelands? ☐ Yes ☐ No; if yes, describe the project's impact on the public's right to access, use and enjoy jurisdictional tidelands and describe measures the project will implement to avoid, minimize or mitigate any adverse impact:**
- E. Is the project located in an area where low groundwater levels have been identified by a municipality or by a state or federal agency as a threat to building foundations? ☐ Yes ☐ No; if yes, describe the project's impact on groundwater levels and describe measures the project will implement to avoid, minimize or mitigate any adverse impact:**
- F. Is the project non-water-dependent and located on landlocked tidelands or waterways or tidelands subject to the Waterways Act and subject to a mandatory EIR? ☐ Yes ☐ No;**



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**(NOTE: If yes, then the project will be subject to Public Benefit Review and Determination.)**

**G. Does the project include dredging? ☐ Yes ☐ No; if yes, answer the following questions:**

What type of dredging? Improvement \_\_\_\_ Maintenance \_\_\_\_ Both \_\_\_\_

What is the proposed dredge volume, in cubic yards (cys) \_\_\_\_

What is the proposed dredge footprint \_\_\_\_ length (ft) \_\_\_\_ width (ft) \_\_\_\_ depth (ft);

Will dredging impact the following resource areas?

Intertidal ☐ Yes ☐ No; if yes, \_\_\_\_ sq ft

Outstanding Resource Waters ☐ Yes ☐ No; if yes, \_\_\_\_ sq ft

Other resource area (i.e. shellfish beds, eel grass beds) ☐ Yes ☐ No;  
if yes \_\_\_\_ sq ft

If yes to any of the above, have you evaluated appropriate and practicable steps to: 1) avoidance; 2) if avoidance is not possible, minimization; 3) if either avoidance or minimize is not possible, mitigation?

If no to any of the above, what information or documentation was used to support this determination?

Provide a comprehensive analysis of practicable alternatives for improvement dredging in accordance with 314 CMR 9.07(1)(b).

Physical and chemical data of the sediment shall be included in the comprehensive analysis.

**Sediment Characterization**

Existing gradation analysis results? ☐ Yes ☐ No; if yes, provide results.

Existing chemical results for parameters listed in 314 CMR 9.07(2)(b)6?

☐ Yes ☐ No; if yes, provide results.

Do you have sufficient information to evaluate feasibility of the following management options for dredged sediment? If yes, check the appropriate option.

Beach Nourishment \_\_\_\_

Unconfined Ocean Disposal \_\_\_\_

Confined Disposal:

Confined Aquatic Disposal (CAD) \_\_\_\_

Confined Disposal Facility (CDF) \_\_\_\_

Landfill Reuse in accordance with COMM-97-001 \_\_\_\_

Shoreline Placement \_\_\_\_

Upland Material Reuse \_\_\_\_

In-State landfill disposal \_\_\_\_

Out-of-state landfill disposal \_\_\_\_

**(NOTE: This information is required for a 401 Water Quality Certification.)**

**IV. Consistency:**

**A. Does the project have effects on the coastal resources or uses, and/or is the project located within the Coastal Zone? ☒ Yes ☐ No; if yes, describe these effects and the projects consistency with the policies of the Office of Coastal Zone Management:**

The project is located entirely within the Airport property. The Airport will perform a consistency review with the Massachusetts Office of Coastal Zone Management to ensure that the project complies with the goals and policies of the program during the EA/EIR.

**B. Is the project located within an area subject to a Municipal Harbor Plan? ☐ Yes ☒ No; if yes, identify the Municipal Harbor Plan and describe the project's consistency with that plan:**





## **WATER SUPPLY SECTION**

### **I. Thresholds / Permits**

- A. Will the project meet or exceed any review thresholds related to water supply (see 301 CMR 11.03(4))? ☐ Yes ☒ No; if yes, specify, in quantitative terms:
- B. Does the project require any state permits related to water supply? ☐ Yes ☒ No; if yes, specify which permit:
- C. If you answered "No" to both questions A and B, proceed to the Wastewater Section. If you answered "Yes" to either question A or question B, fill out the remainder of the Water Supply Section below.

### **II. Impacts and Permits**

- A. Describe, in gallons per day (gpd), the volume and source of water use for existing and proposed activities at the project site:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Municipal or regional water supply	_____	_____	_____
Withdrawal from groundwater	_____	_____	_____
Withdrawal from surface water	_____	_____	_____
Interbasin transfer	_____	_____	_____

*(NOTE: Interbasin Transfer approval will be required if the basin and community where the proposed water supply source is located is different from the basin and community where the wastewater from the source will be discharged.)*

- B. If the source is a municipal or regional supply, has the municipality or region indicated that there is adequate capacity in the system to accommodate the project? ☐ Yes ☐ No
- C. If the project involves a new or expanded withdrawal from a groundwater or surface water source, has a pumping test been conducted? ☐ Yes ☐ No; if yes, attach a map of the drilling sites and a summary of the alternatives considered and the results. \_\_\_\_\_
- D. What is the currently permitted withdrawal at the proposed water supply source (in gallons per day)? \_\_\_\_\_ Will the project require an increase in that withdrawal? ☐ Yes ☐ No; if yes, then how much of an increase (gpd)? \_\_\_\_\_
- E. Does the project site currently contain a water supply well, a drinking water treatment facility, water main, or other water supply facility, or will the project involve construction of a new facility? ☐ Yes ☐ No. If yes, describe existing and proposed water supply facilities at the project site:

	<u>Permitted Flow</u>	<u>Existing Avg Daily Flow</u>	<u>Project Flow</u>	<u>Total</u>
Capacity of water supply well(s) (gpd)	_____	_____	_____	_____
Capacity of water treatment plant (gpd)	_____	_____	_____	_____

- F. If the project involves a new interbasin transfer of water, which basins are involved, what is the direction of the transfer, and is the interbasin transfer existing or proposed?
- G. Does the project involve:
1. new water service by the Massachusetts Water Resources Authority or other agency of the Commonwealth to a municipality or water district? ☐ Yes ☐ No
  2. a Watershed Protection Act variance? ☐ Yes ☐ No; if yes, how many acres of alteration?





3. a non-bridged stream crossing 1,000 or less feet upstream of a public surface drinking water supply for purpose of forest harvesting activities? ☐ Yes ☐ No

## III. Consistency

Describe the project's consistency with water conservation plans or other plans to enhance water resources, quality, facilities and services:

## WASTEWATER SECTION

### I. Thresholds / Permits

- A. Will the project meet or exceed any review thresholds related to wastewater (see 301 CMR 11.03(5))? ☐ Yes ☒ No; if yes, specify, in quantitative terms:
- B. Does the project require any state permits related to wastewater? ☐ Yes ☒ No; if yes, specify which permit:
- C. If you answered "No" to both questions A and B, proceed to the Transportation—Traffic Generation Section. If you answered "Yes" to either question A or question B, fill out the remainder of the Wastewater Section below.

### II. Impacts and Permits

- A. Describe the volume (in gallons per day) and type of disposal of wastewater generation for existing and proposed activities at the project site (calculate according to 310 CMR 15.00 for septic systems or 314 CMR 7.00 for sewer systems):

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Discharge of sanitary wastewater	_____	_____	_____
Discharge of industrial wastewater	_____	_____	_____
TOTAL	_____	_____	_____
	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Discharge to groundwater	_____	_____	_____
Discharge to outstanding resource water	_____	_____	_____
Discharge to surface water	_____	_____	_____
Discharge to municipal or regional wastewater facility	_____	_____	_____
TOTAL	_____	_____	_____

- B. Is the existing collection system at or near its capacity? ☐ Yes ☐ No; if yes, then describe the measures to be undertaken to accommodate the project's wastewater flows:
- C. Is the existing wastewater disposal facility at or near its permitted capacity? ☐ Yes ☐ No; if yes, then describe the measures to be undertaken to accommodate the project's wastewater flows:
- D. Does the project site currently contain a wastewater treatment facility, sewer main, or other wastewater disposal facility, or will the project involve construction of a new facility? ☐ Yes ☐ No; if yes, describe as follows:

	<u>Permitted</u>	<u>Existing Avg Daily Flow</u>	<u>Project Flow</u>	<u>Total</u>
Wastewater treatment plant capacity (in gallons per day)	_____	_____	_____	_____



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- E. If the project requires an interbasin transfer of wastewater, which basins are involved, what is the direction of the transfer, and is the interbasin transfer existing or new?

(NOTE: Interbasin Transfer approval may be needed if the basin and community where wastewater will be discharged is different from the basin and community where the source of water supply is located.)

- F. Does the project involve new sewer service by the Massachusetts Water Resources Authority (MWRA) or other Agency of the Commonwealth to a municipality or sewer district? ☐ Yes ☐ No

- G. Is there an existing facility, or is a new facility proposed at the project site for the storage, treatment, processing, combustion or disposal of sewage sludge, sludge ash, grit, screenings, wastewater reuse (gray water) or other sewage residual materials?  
☐ Yes ☐ No; if yes, what is the capacity (tons per day):

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Storage	_____	_____	_____
Treatment	_____	_____	_____
Processing	_____	_____	_____
Combustion	_____	_____	_____
Disposal	_____	_____	_____

- H. Describe the water conservation measures to be undertaken by the project, and other wastewater mitigation, such as infiltration and inflow removal.

### III. Consistency

- A. Describe measures that the proponent will take to comply with applicable state, regional, and local plans and policies related to wastewater management:

- B. If the project requires a sewer extension permit, is that extension included in a comprehensive wastewater management plan? ☐ Yes ☐ No; if yes, indicate the EEA number for the plan and whether the project site is within a sewer service area recommended or approved in that plan:



**TRANSPORTATION SECTION (TRAFFIC GENERATION)**

**I. Thresholds / Permit**

- A. Will the project meet or exceed any review thresholds related to traffic generation (see 301 CMR 11.03(6))? ☐ Yes ☒ No; if yes, specify, in quantitative terms:
- B. Does the project require any state permits related to state-controlled roadways? ☐ Yes ☒ No; if yes, specify which permit:
- C. If you answered "No" to both questions A and B, proceed to the Roadways and Other Transportation Facilities Section. If you answered "Yes" to either question A or question B, fill out the remainder of the Traffic Generation Section below.

**II. Traffic Impacts and Permits**

- A. Describe existing and proposed vehicular traffic generated by activities at the project site:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Number of parking spaces	_____	_____	_____
Number of vehicle trips per day	_____	_____	_____
ITE Land Use Code(s):	_____	_____	_____

- B. What is the estimated average daily traffic on roadways serving the site?

<u>Roadway</u>	<u>Existing</u>	<u>Change</u>	<u>Total</u>
1. _____	_____	_____	_____
2. _____	_____	_____	_____
3. _____	_____	_____	_____

- C. If applicable, describe proposed mitigation measures on state-controlled roadways that the project proponent will implement:
- D. How will the project implement and/or promote the use of transit, pedestrian and bicycle facilities and services to provide access to and from the project site?
- E. Is there a Transportation Management Association (TMA) that provides transportation demand management (TDM) services in the area of the project site? ☐ Yes ☐ No; if yes, describe if and how will the project will participate in the TMA:
- F. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation facilities? ☐ Yes ☐ No; if yes, generally describe:
- G. If the project will penetrate approach airspace of a nearby airport, has the proponent filed a Massachusetts Aeronautics Commission Airspace Review Form (780 CMR 111.7) and a Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA) (CFR Title 14 Part 77.13, forms 7460-1 and 7460-2)?

**III. Consistency**

**Describe measures that the proponent will take to comply with municipal, regional, state, and federal plans and policies related to traffic, transit, pedestrian and bicycle transportation facilities and services:**

The project complies with municipal, regional and federal policies by correcting operational safety deficiencies at the airport and bringing the airport facilities up to FAA standards for design and operation for the aircraft currently using the airport. The proposed project will not affect transit, pedestrian or bicycle facilities or services.



## **TRANSPORTATION SECTION (ROADWAYS AND OTHER TRANSPORTATION FACILITIES)**

### **I. Thresholds**

- A. Will the project meet or exceed any review thresholds related to roadways or other transportation facilities (see 301 CMR 11.03(6))?** ☒ Yes ☐ No; if yes, specify, in quantitative terms:

301 CMR 11.03(6)(b)4. Construction of a new taxiway at an airport.

- B. Does the project require any state permits related to roadways or other transportation facilities?** ☐ Yes ☒ No; if yes, specify which permit:

- C. If you answered "No" to both questions A and B, proceed to the Energy Section. If you answered "Yes" to either question A or question B, fill out the remainder of the Roadways Section below.**

### **II. Transportation Facility Impacts**

- A. Describe existing and proposed transportation facilities in the immediate vicinity of the project site:**

Construction materials for the proposed taxiways and aprons are anticipated to be transported to the Island via the freight boat and then by trucks to the airport. Trucks traveling from the ferry terminal to the airport follow previously established routes around the downtown area for heavy vehicles. No permanent additional auto traffic or scheduled aircraft operations are associated with the project; therefore increased traffic demands are limited to construction vehicle trips, plus any additional vehicles required to move equipment within and to/from the site.

- B. Will the project involve any**

- |  |    |
|--|----|
| 1. Alteration of bank or terrain (in linear feet)? | No |
| 2. Cutting of living public shade trees (number)?  | No |
| 3. Elimination of stone wall (in linear feet)?     | No |

- III. Consistency—Describe the project's consistency with other federal, state, regional, and local plans and policies related to traffic, transit, pedestrian and bicycle transportation facilities and services, including consistency with the applicable regional transportation plan and the Transportation Improvements Plan (TIP), the State Bicycle Plan, and the State Pedestrian Plan:**

The Airport is identified within the NPEDC's 2012 Transportation Plan as an integral part of the Island's transportation system, as previously noted. The proposed apron and taxiway improvements at Nantucket Memorial Airport are included in the Airport Master Plan and specifically listed on the Airport's 2015–2020 Capital Improvement Program, reviewed and approved by the FAA and MassDOT Aeronautics Division. The FAA lists Nantucket within its National Plan of Integrated Airport Systems (NPIAS) and the MassDOT's recent Economic Impact Study and Statewide Airport System Plan ranks Nantucket as the second busiest in the Commonwealth. The proposed 5-Year CIP improvements are consistent with these local, state, and federal plans and policies.



## **ENERGY SECTION**

### **I. Thresholds / Permits**

- A. Will the project meet or exceed any review thresholds related to energy (see 301 CMR 11.03(7))? ☐ Yes ☒ No; if yes, specify, in quantitative terms:
- B. Does the project require any state permits related to energy? ☐ Yes ☒ No; if yes, specify which permit:
- C. If you answered "No" to both questions A and B, proceed to the Air Quality Section. If you answered "Yes" to either question A or question B, fill out the remainder of the Energy Section below.

### **II. Impacts and Permits**

- A. Describe existing and proposed energy generation and transmission facilities at the project site:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Capacity of electric generating facility (megawatts)	_____	_____	_____
Length of fuel line (in miles)	_____	_____	_____
Length of transmission lines (in miles)	_____	_____	_____
Capacity of transmission lines (in kilovolts)	_____	_____	_____

- B. If the project involves construction or expansion of an electric generating facility, what are:
1. the facility's current and proposed fuel source(s)?
  2. the facility's current and proposed cooling source(s)?
- C. If the project involves construction of an electrical transmission line, will it be located on a new, unused, or abandoned right of way? ☐ Yes ☐ No; if yes, please describe:
- D. Describe the project's other impacts on energy facilities and services:

### **III. Consistency**

Describe the project's consistency with state, municipal, regional, and federal plans and policies for enhancing energy facilities and services:



## **AIR QUALITY SECTION**

### **I. Thresholds**

- A. Will the project meet or exceed any review thresholds related to air quality (see 301 CMR 11.03(8))? ☐ Yes ☒ No; if yes, specify, in quantitative terms:
- B. Does the project require any state permits related to air quality? ☐ Yes ☒ No; if yes, specify which permit:
- C. If you answered "No" to both questions A and B, proceed to the Solid and Hazardous Waste Section. If you answered "Yes" to either question A or question B, fill out the remainder of the Air Quality Section below.

### **II. Impacts and Permits**

- A. Does the project involve construction or modification of a major stationary source (see 310 CMR 7.00, Appendix A)? ☐ Yes ☐ No; if yes, describe existing and proposed emissions (in tons per day) of:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Particulate matter	_____	_____	_____
Carbon monoxide	_____	_____	_____
Sulfur dioxide	_____	_____	_____
Volatile organic compounds	_____	_____	_____
Oxides of nitrogen	_____	_____	_____
Lead	_____	_____	_____
Any hazardous air pollutant	_____	_____	_____
Carbon dioxide	_____	_____	_____

- B. Describe the project's other impacts on air resources and air quality, including noise impacts:

### **III. Consistency**

- A. Describe the project's consistency with the State Implementation Plan:
- B. Describe measures that the proponent will take to comply with other federal, state, regional, and local plans and policies related to air resources and air quality:



## **SOLID AND HAZARDOUS WASTE SECTION**

### **I. Thresholds / Permits**

- A. Will the project meet or exceed any review thresholds related to solid or hazardous waste (see 301 CMR 11.03(9))? ☐ Yes ☒ No; if yes, specify, in quantitative terms:
- B. Does the project require any state permits related to solid and hazardous waste? ☐ Yes ☒ No; if yes, specify which permit:
- C. If you answered "No" to both questions A and B, proceed to the Historical and Archaeological Resources Section. If you answered "Yes" to either question A or question B, fill out the remainder of the Solid and Hazardous Waste Section below.

### **II. Impacts and Permits**

- A. Is there any current or proposed facility at the project site for the storage, treatment, processing, combustion or disposal of solid waste? ☐ Yes ☐ No; if yes, what is the volume (in tons per day) of the capacity:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Storage	_____	_____	_____
Treatment, processing	_____	_____	_____
Combustion	_____	_____	_____
Disposal	_____	_____	_____

- B. Is there any current or proposed facility at the project site for the storage, recycling, treatment or disposal of hazardous waste? ☐ Yes ☐ No; if yes, what is the volume (in tons or gallons per day) of the capacity:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Storage	_____	_____	_____
Recycling	_____	_____	_____
Treatment	_____	_____	_____
Disposal	_____	_____	_____

- C. If the project will generate solid waste (for example, during demolition or construction), describe alternatives considered for re-use, recycling, and disposal:
- D. If the project involves demolition, do any buildings to be demolished contain asbestos? ☐ Yes ☐ No
- E. Describe the project's other solid and hazardous waste impacts (including indirect impacts):

### **III. Consistency**

Describe measures that the proponent will take to comply with the State Solid Waste Master Plan:





## **HISTORICAL AND ARCHAEOLOGICAL RESOURCES SECTION**

### **I. Thresholds / Impacts**

**A. Have you consulted with the Massachusetts Historical Commission?** ☒ Yes ☐ No; if yes, attach correspondence.

PAL Report 2873 submitted to SHPO in 2014 (see II and III, below).

**For project sites involving lands under water, have you consulted with the Massachusetts Board of Underwater Archaeological Resources?**

☐ Yes ☐ No; if yes, attach correspondence

**B. Is any part of the project site a historic structure, or a structure within a historic district, in either case listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth?** ☐ Yes ☒ No; if yes, does the project involve the demolition of all or any exterior part of such historic structure? ☐ Yes ☐ No; if yes, please describe:

**C. Is any part of the project site an archaeological site listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth?** ☐ Yes ☒ No; if yes, does the project involve the destruction of all or any part of such archaeological site? ☐ Yes ☐ No; if yes, please describe: (TBD)

**D. If you answered "No" to all parts of both questions A, B and C, proceed to the Attachments and Certifications Sections. If you answered "Yes" to any part of either question A or question B, fill out the remainder of the Historical and Archaeological Resources Section below.**

### **II. Impacts**

**Describe and assess the project's impacts, direct and indirect, on listed or inventoried historical and archaeological resources:**

In 2014, the Public Archaeology Laboratory (PAL) completed an archaeological sensitivity and historical resources technical memo (PAL Report 2873) for the Airport's Master Plan and proposed 5-Year CIP Improvements (the proposed projects). A copy was provided to the MHC.

#### **Historic Resources**

The airport is located within the Nantucket Historic District, which is listed in the State and National Registers of Historic Places. The historic district is also a National Historic Landmark District and a Local Historic District. The historic district comprises the entire island and includes 2,400 contributing properties. The airport does not contain any properties contributing to the historic district, nor any individual historic resources listed in the Inventory of the Historic and Archaeological Assets of the Commonwealth.

#### **Archaeological Resources**

The archaeological sensitivity of the Nantucket Airport property is medium to high based on its favorable environmental setting and the numerous recorded archaeological sites in similar settings close by, as noted in the PAL Report and referenced in the MHC State site files. Over 10 pre-contact sites are located within one-mile of the Airport, including a site on-airport which yielded a ca. 3000 year old Small Stemmed projectile point collected from the ground surface during an archaeological survey by PAL in 1995 for the airport's perimeter fencing. Less than one kilometer (.6 miles) north of the airport along Old South Road, a Contact period or older Native American burial was identified, along with Archaic Period stone projectile points during the



removal of sand and gravel sometime between 1940 and 1978 (MHC Site Files).

### **III. Consistency**

**Describe measures that the proponent will take to comply with federal, state, regional, and local plans and policies related to preserving historical and archaeological resources:**

#### **Historic Resources**

The airport does not contain any properties contributing to the Nantucket Historic District, nor any individual historic resources listed in the Inventory of the Historic and Archaeological Assets of the Commonwealth. No further analysis of historic resources is anticipated.

#### **Archaeological Resources**

The future development of the project area will require review and/or permitting under MEPA and NEPA and Section 106 of the Historic Preservation Act. State agency review will require consultation with the SHPO. Based on anticipated project effects, the FAA will make an initial federal finding under the NHPA, and will seek SHPO concurrence. If archaeological investigations are required for the proposed areas of moderate to high sensitivity, as recommended in PAL's Report 2873, those areas affected by the 5-Year CIP projects would likely be scoped for intensive survey as part of the EA/EIR.



**CERTIFICATIONS:**

1. The Public Notice of Environmental Review has been/will be published in the following newspapers in accordance with 301 CMR 11.15(1):

(Name) Nantucket Enquirer and Mirror (Date) (TBD)

2. This form has been circulated to Agencies and Persons in accordance with 301 CMR 11.16(2).

**Signatures:**

<b>Date</b>	<b>Signature of Responsible Officer or Proponent</b>	<b>Date</b>	<b>Signature of person preparing ENF (if different from above)</b>
<u>Thomas Rafter, AAE</u>		<u>Lars Carlson</u>	
<b>Name (print or type)</b>		<b>Name (print or type)</b>	
<u>Nantucket Memorial Airport</u>		<u>Jacobs Engineering, Inc.</u>	
<b>Firm/Agency</b>		<b>Firm/Agency</b>	
<u>14 Airport Road</u>		<u>343 Congress Street</u>	
<b>Street</b>		<b>Street</b>	
<u>Nantucket, MA 02554</u>		<u>Boston, MA 02210</u>	
<b>Municipality/State/Zip</b>		<b>Municipality/State/Zip</b>	
<u>508-325-5304</u>		<u>617-532-4387</u>	
<b>Phone</b>		<b>Phone</b>	



## **Attachment 1**

### **List of Attachments**

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- 1. List of Attachments:**
- 2. U.S.G.S. map (8-½ x 11 inches at a scale of 1:24,000) indicating the project location and boundaries.**
- 3. Existing Airport Layout Plan, showing existing runways, taxiways, aircraft aprons, structures, roadways and parking lots, adjacent buildings and shoreline.**
- 4. Plan of Mapped Habitat for State-Listed Species, ACK Grassland Management Plan and 2011-2013 Table of State-Listed species at ACK.**
- 5. Ultimate Airport Layout Plan (ALP), showing proposed improvements**
- 6. List of all agencies and persons to whom the proponent circulated the ENF, in accordance with 301 CMR 11.16(2).**
- 7. List of municipal and federal permits and reviews required by the project.**



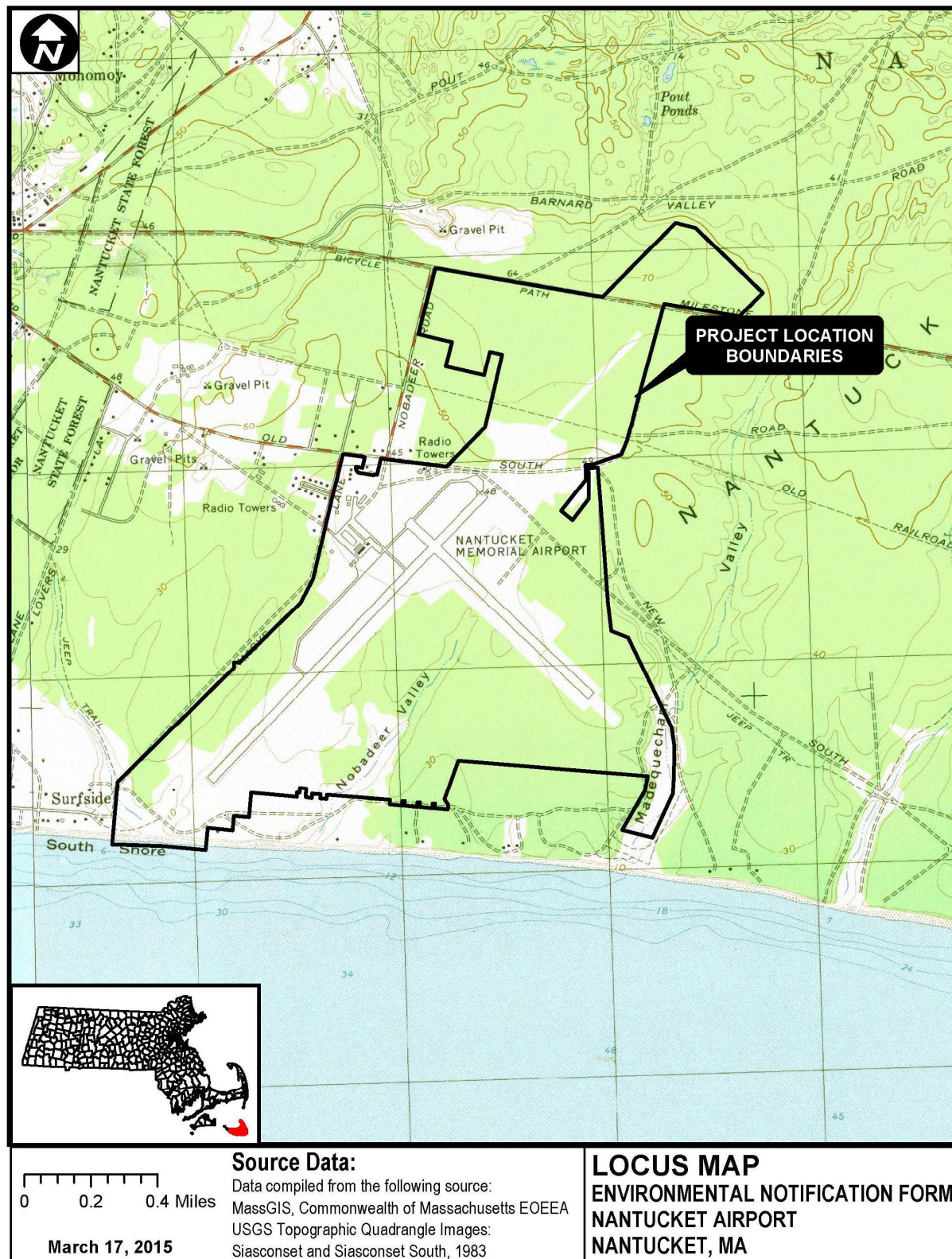
## **Attachment 2**

USGS Quad Sheet – Locus Map





# Nantucket Memorial Airport Master Plan Update



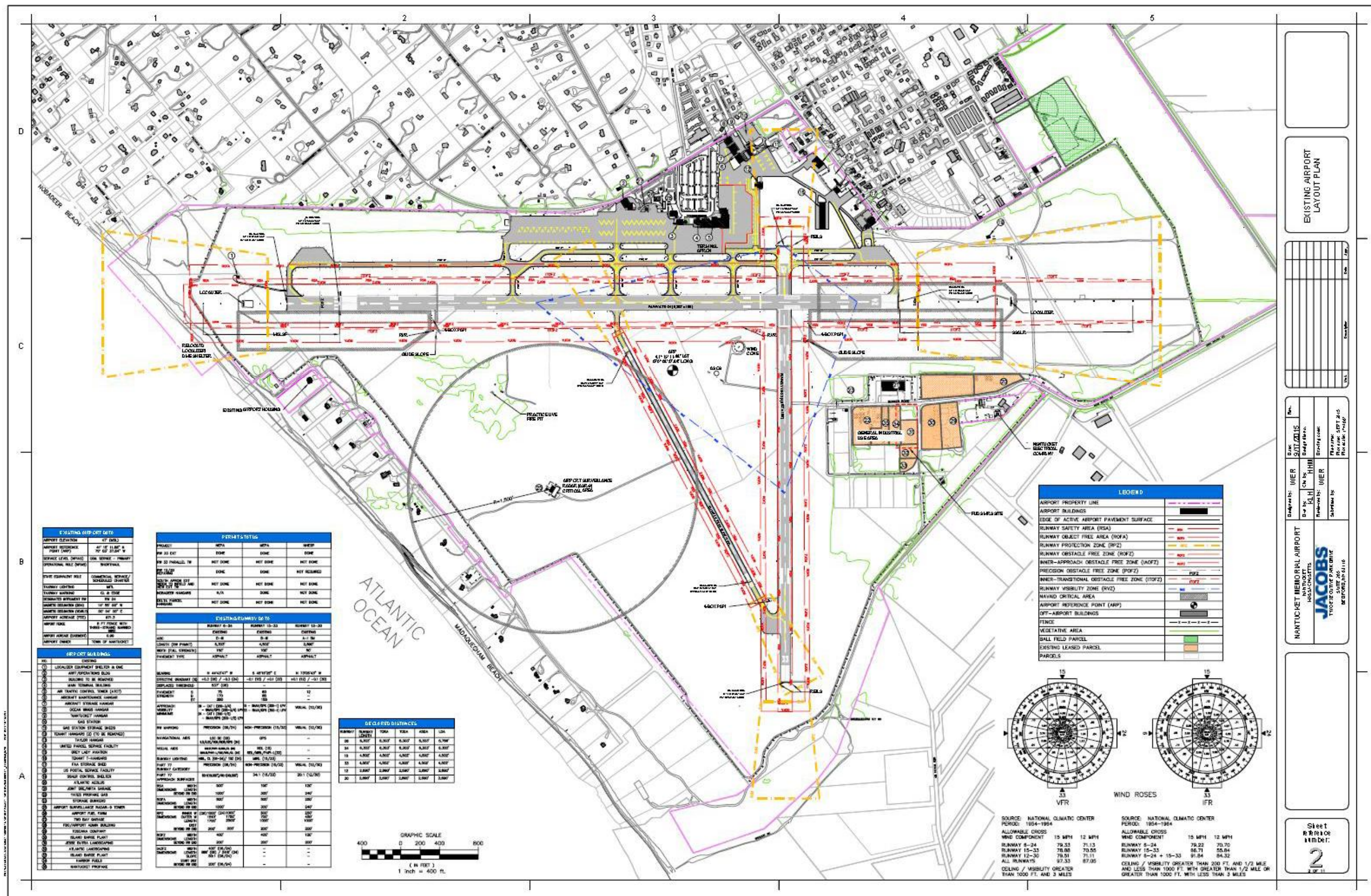
\*Drawing not to scale



## **Attachment 3**

Existing ALP sheet





\*Drawing not to scale





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## **Attachment 4**

- Mapped Habitat for State-Listed Species
  - Grassland Management Plan
- Presence of State-Listed Species of Concern  
2011-2013 Surveys



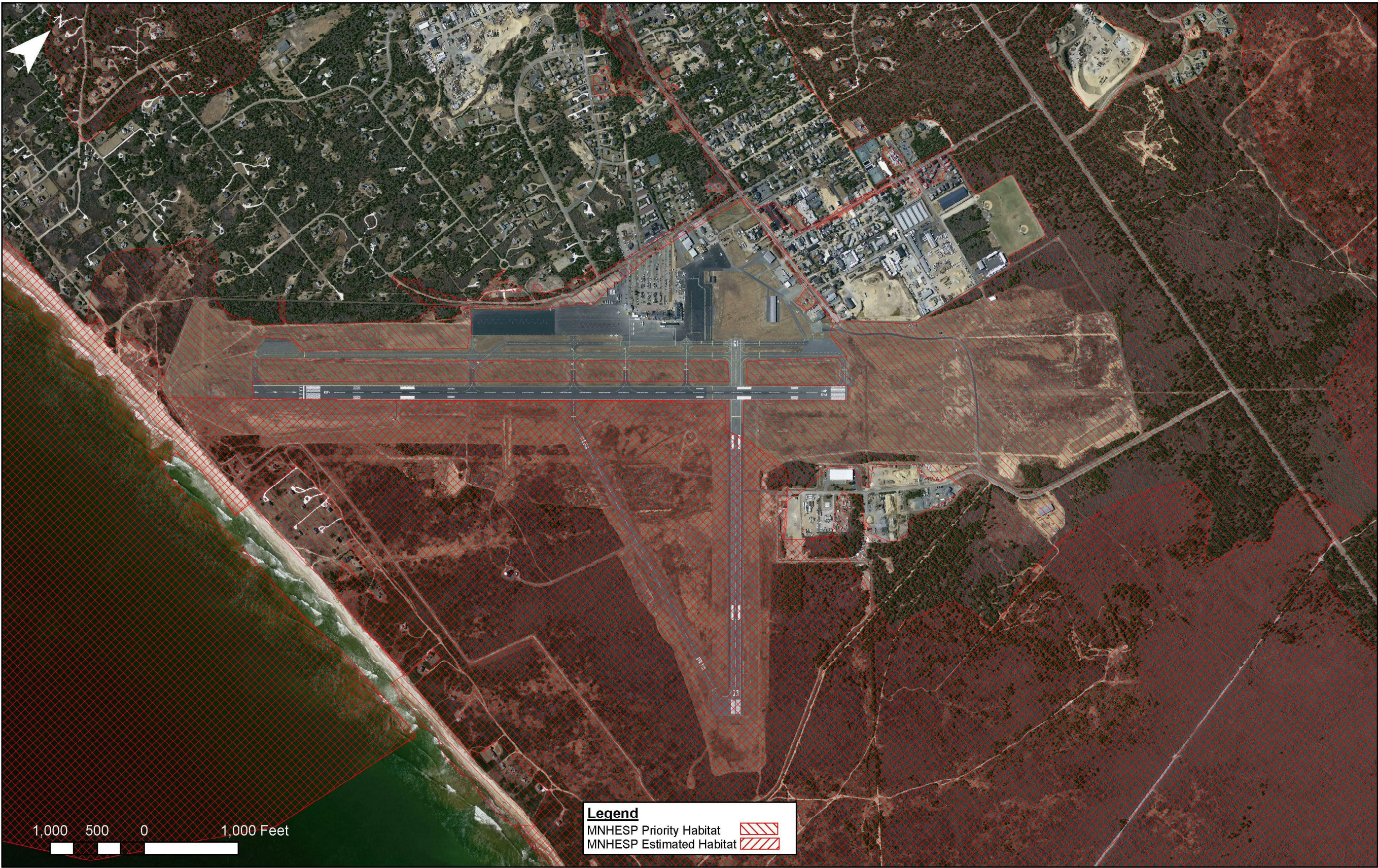
## ***Nantucket Memorial Airport Master Plan Update***

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Mapped Habitat for State-Listed Species



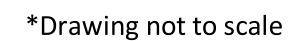
\*Drawing not to scale





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## Summary of presence or absence of State Listed Species in targeted Areas at ACK in 2011-2013

Common Name	Scientific Name	State Status	On NHESP List	Observed in 2012
<b>Moths</b>				
Coastal Heath Cutworm	<i>Abagrotis nefascia</i>	SC	Y	N
Barrens Daggermoth	<i>Acronicta albarufa</i>	T	Y	Y
Gerhard's Underwing Moth	<i>Catocala herodias gerhardii</i>	SC	Y	Y
Waxed Sallow	<i>Chaetagnalea cerata</i>	SC	N	Y
Melsheimer's Sack Bearer	<i>Cicinnus melsheimeri</i>	T	Y	Y
Unexpected Cynia	<i>Cynia inopinatus</i>	T	N	Y
Sandplain Euchlaena	<i>Euchlaena madusaria</i>	SC	Y	Y
Slender Clearwing Sphinx	<i>Hemaris gracilis</i>	SC	Y	N
Barrens Buckmoth	<i>Hemileuca maia</i>	SC	Y	Y
Sandplain Heterocampa	<i>Heterocampa varia</i>	T	Y	Y
Pine Barrens Lycia	<i>Lycia ypsilon</i>	T	Y	Y
Barrens Metarranthia	<i>Metarranthia apiciaria</i>	E	Y	N
Coastal Swamp Metarranthia	<i>Metarranthia pilosaria</i>	SC	Y	Y
Imperial Moth	<i>Eacles imperialis</i>	T	Y	Y
Pink Sallow	<i>Psectagnalea carnosa</i>	SC	Y	Y
Southern Ptichodis	<i>Ptichodis bistrigata</i>	T	N	Y
Pine Barrens Speranza	<i>Speranza exonerata</i>	SC	Y	Y
Faded Gray Geometer	<i>Stenoporpia polygrammaria</i>	T	Y	Y
Pine Barrens Zale	<i>Zale lunifera</i>	SC	Y	N
<b>Beetle</b>				
Purple Tiger Beetle	<i>Cicindela purpurea</i>	SC	Y	Y
<b>Birds</b>				
Grasshopper Sparrow	<i>Ammodramus savannarum</i>	T	Y	Y
Continued from previous page				



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Common Name	Scientific Name	State Status	On NHESP List	Observed in 2012
Eastern Whip-poor-will	<i>Caprimulgus vociferus</i>	SC	Y	Y
Northern Harrier	<i>Circus cyaneus</i>	T	Y	N
<b>Plants</b>				
Purple Needlegrass	<i>Aristida purpurescens</i>	T	Y	N
Sandplain Flax	<i>Linum intercursum</i>	SC	Y	Y
Lion's Foot	<i>Nabalus serpentarius</i>	E	Y	N
Papillose Nut-Sedge	<i>Scleria pauciflora</i>	E	Y	Y
Sandplain Blue-Eyed Grass	<i>Sisyrinchium fuscatum</i>	SC	Y	Y
New England Blazing Star	<i>Liatris scariosa var nova-angliae</i>	SC	Y	Y

SC=Special Concern, T=Threatened, E=Endangered



## **Attachment 5**

Ultimate ALP sheet



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Designed by:	WER	Date:	30/6/2015	Rev:
Drawn by:	KLH	Checked by:	HHM	
Reviewed by:	WER	Drawing code:		
Submitted by:		File name:		
		Print date: 30/7/2015		

**JACOBS**  
TWO EXECUTIVE PARK DRIVE  
SUITE 305  
BIRMINGHAM, ALABAMA

114

[illegible][illegible]

11

[illegible]

114

reference  
number:  
9

3 OF 11

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## **Attachment 6**

Distribution List of Agencies/Individuals  
Receiving ENF



## ***Nantucket Memorial Airport Master Plan Update***

### **Nantucket Memorial Airport ENF Distribution List**

Executive Office of Energy and  
Environmental Affairs  
Attn: MEPA Office  
100 Cambridge St., Suite 900  
Boston, MA 02114

U.S. Environmental Protection Agency  
Region 1  
1 Congress Street, Suite 1100  
Boston, MA 2114-2023

Federal Aviation Administration  
Attn: Richard Doucette  
ANE-600  
12 New England Executive Park  
Burlington, MA 01803

Wampanoag Tribe of Gay Head-Aquinnah  
20 Black Brook Road  
Aquinnah, MA 02535

Department of Environmental Protection  
20 Riverside Drive  
Lakeville, MA 02347

Department of Environmental Protection  
Commissioner's Office  
One Winter Street  
Boston, MA 02108

Office of Coastal Zone Management  
251 Causeway Street, Suite 900  
Boston, MA 02114

MassDOT  
Public/Private Develop. Unit  
10 Park Plaza  
Boston, MA 02116

MassDOT  
District 5  
Attn: MEPA Coordinator



## ***Nantucket Memorial Airport Master Plan Update***

Box 111  
1000 County Street  
Taunton, MA 02780

MassDOT Aeronautics Division  
ATTN Nate Rawding  
Logan Office Center  
One Harborside Drive, Suite 250N  
East Boston, MA 02128-2909

Massachusetts Historical Commission  
220 Morrissey Blvd.  
Boston, MA 02125

Division of Marine Fisheries  
Attn: Env't'l Reviewer  
1213 Purchase Street, 3<sup>rd</sup> Floor  
New Bedford, MA 02740

Natural Heritage Endangered Species Program  
Route 135  
Westborough, MA 01581

Energy Facilities Siting Board  
Attn: MEPA Coordinator  
One South Station  
Boston, MA 02110

Division of Energy Resources  
Attn: MEPA Coordinator  
100 First Avenue  
Charlestown Navy Yard  
Boston, MA 02129

Town of Nantucket  
Board of Selectmen  
16 Broad Street  
Nantucket, MA 02554

Nantucket Planning & Economic Development  
2 Fairgrounds Road  
Nantucket, MA 02554

Town of Nantucket  
Conservation Commission  
37 Washington Street



## ***Nantucket Memorial Airport Master Plan Update***

Nantucket, MA 02554

Nantucket Land Council  
Six Ash Lane  
Nantucket, MA 02554

Massachusetts Audubon Society  
208 South Great Road  
Lincoln, MA 01773

Nantucket Board of Health  
37 Washington Street  
Nantucket, MA 02554

Nantucket Planning Board  
2 Fairgrounds Road  
Nantucket, MA 02554

Nantucket Historical District Commission  
37 Washington Street  
Nantucket, MA 02554-3800  
(508) 228-7231





## **Attachment 7**

### **Permits and Approvals**

Permit/Approval	Issuing Authority	Date
National Environmental Policy Act Environmental Assessment	FAA	FONSI anticipated 2016/17
Massachusetts Environmental Policy Act, Environmental Notification Form	Massachusetts Executive Office of Energy and Environmental Affairs	Certificate Anticipated spring 2015
Massachusetts Endangered Species Act Review	NHESP	Anticipated 2015/16
NPDES Construction General Permit/Storm Water Pollution Prevention Plan	EPA	Prior to construction



## ***Nantucket Memorial Airport Master Plan Update***

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